



APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CB09B

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: City of Norwood CODE # 061 - 57386

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8 / 22 / 97

CONTACT: Mike Fraley PHONE # (513) 396-8183

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Carthage Avenue Resurfacing

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 225,077.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

MBE SET-ASIDE OFFERED

- Construction \$ _____
Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$320,413.00 FUNDING REQUESTED: \$225,077.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 225,077.00

LOAN ASSISTANCE: \$ _____

LOAN: \$ _____

% TERM: yrs. (Attach Loan Supplement)

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE:

- Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C / C

Local Participation %

OPWC Participation %

Project Release Date:

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved:

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
- 1. Preliminary Engineering \$.00
 - 2. Final Design \$.00
 - 3. Other Engineer's Services* \$.00
 - Supervision \$.00
 - Miscellaneous \$.00
- b.) Acquisition Expenses:
- 1. Land \$.00
 - 2. Right-of-Way \$.00
- c.) Construction Costs: \$ 320,413.00
- d.) Equipment Purchased Directly: \$.00
- e.) Other Direct Expenses: \$.00
- f.) Contingencies: \$.00
- g.) TOTAL ESTIMATED COSTS: \$ 320,413.00

MBE	Force Account
\$	\$
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
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1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- a.) Local In-Kind Contributions \$.00 %
- b.) Local Public Revenues \$ 47,668.00 15%
- c.) Local Private Revenues \$.00
- d.) Other Public Revenues
- 1. ODOT PID# \$.00
 - 2. EPA/OWDA \$.00
 - 3. OTHER M.R.F. \$ 47,688.00 15%
- SUB-TOTAL LOCAL RESOURCES: \$ 95,336.00 30%
- e.) OPWC Funds
- 1. Grant \$ 225,077.00 70%
 - 2. Loan \$.00
 - 3. Loan Assistance \$.00

SUB-TOTAL OPWC RESOURCES: \$ 225,077.00 70%

f.) TOTAL FINANCIAL RESOURCES: \$ 320,413.00 100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: CARTHAGE AVENUE RESURFACING

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a.) SPECIFIC LOCATION: City of Norwood - Hamilton County
From Montgomery Road north to
corporation line. (See attached
map for reference.)

PROJECT ZIP CODE: 45212

b.) PROJECT COMPONENTS: The major components of the work to be done on this project are: 85% curb replacement, plane roadway, resurface with 2" asphaltic concrete, construct curb ramps, adjust utilities and driveway approaches to grade, replace traffic control pull boxes.

c.) PHYSICAL DIMENSIONS/CHARACTERISTICS:

Carthage Avenue: 40' wide and 4,900 feet in length.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level.

If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household.

Attach current rate ordinance. Carthage Ave. is currently 40' wide and provides 2 lanes for traffic and parking. The roadway is located in an area that has experienced little growth in traffic volume or vehicle size and weight. The proposed roadway plans and specifications are designed to service the same traffic loads by volume and weight as the existing roadway. The current A.D.T. is 9,073 vehicles.

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 10 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ _____ %
State Funds Requested for Repair and Replacement \$ _____ %

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ %
State Funds Requested for New and Expansion \$ _____ %

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>7 / 26 / 97</u>	<u>12 / 20 / 97</u>
4.2 Bid Advertisement:	<u>2 / 17 / 98</u>	<u>3 / 3 / 98</u>
4.3 Construction:	<u>3 / 17 / 98</u>	<u>6 / 2 / 98</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Joseph J. Hochbein
TITLE Mayor
STREET 4645 Montgomery Road
CITY/ZIP Norwood, Ohio 45212
PHONE (513) 396 - 8150
FAX (513) 396 - 8151

5.2 CHIEF FINANCIAL

OFFICER Donnie R. Jones
TITLE Auditor
STREET 4645 Montgomery Road
CITY/ZIP Norwood, Ohio 45212
PHONE (513) 396 - 8107
FAX (513) 396 - 8240

5.3 PROJECT MANAGER

TITLE Mike Fraley
STREET Engineering Department
3001 Harris Avenue
CITY/ZIP Norwood, Ohio 45212
PHONE (513) 396 - 8183
FAX (513) 396 - 8178

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- ☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- ☒ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- ☒ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- ☐ N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- ☒ Capital Improvements Report: (Required by 164 O.R.C. on standard form)
 - ☐ A: Attached.
 - ☒ B: Report/Update Filed with the Commission within the last twelve months.
- ☐ N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.
- ☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

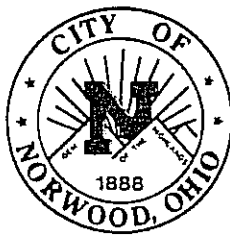
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Gary Hubbard, Director of Public Service
Certifying Representative (Type or Print Name and Title)

Gary Hubbard 9/22/97
Signature/Date Signed



JOSEPH J. HOCHBEIN, MAYOR
Departments of Public Service

PUBLIC WORKS
3001 HARRIS AVENUE
NORWOOD, OHIO, 45212
(513) 396-8180
Fax (513) 396-8178

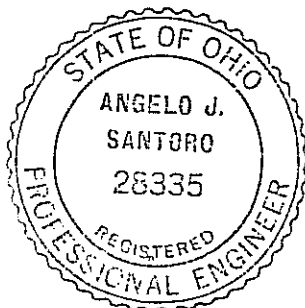
KEVIN CROSS
SUPERINTENDENT OF
PUBLIC WORKS
(513) 376-8172

USEFUL LIFE REQUIREMENTS

IN ACCORDANCE WITH SECTION 164-1-14 OF THE OHIO ADMINISTRATIVE CODE FOR IMPLEMENTATION OF THE STATE CAPITAL IMPROVEMENT PROGRAM, I HEREBY CERTIFY THAT THE CARTHAGE AVENUE RESURFACING PROJECT HAS BEEN DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES WITHIN THE STATE OF OHIO, TAKING INTO ACCOUNT THE SPECIFIC CLIMATE AND OTHER ENVIRONMENTAL CONDITIONS OF THE INFRASTRUCTURE'S SITE AS WELL AS THE INFRASTRUCTURE'S FULL ANTICIPATED DESIGN USE LOADS. I ALSO CERTIFY THAT THE PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO PROVIDE A USEFUL LIFE EXPECTANCY OF 10 YEARS.

Angelo J. Santoro

ANGELO J. SANTORO, P.E.
CITY ENGINEER



"Gem of The Highlands"

CITY OF NORWOOD

PROJECT: Carthage Avenue Resurfacing

PAY ITEM	ODOT SPEC	DESCRIPTION	UNIT	EST QTY	UNIT PRICE	TOTAL COST
1.	609	Type 6 concrete curb cast in place	L.F.	6,566	13.00	\$ 85,358.00
2.	202	Type 6 concrete curb removed	L.F.	6,566	2.25	14,773.50
3.	608	Driveway approaches removed and replaced	S.F.	3,736	5.00	18,680.00
4.	608	Concrete sidewalk cast in place	S.F.	12,907	3.00	38,721.00
5.	202	Concrete sidewalk removed	S.F.	12,907	1.00	12,907.00
6.	608	Type one curb ramps	E.A.	24	50.00	1,200.00
7.	608	Type 2 curb ramps	E.A.	2	50.00	100.00
8.	254	Pavement planing (2" depth)	S.Y.	10,889	1.40	15,244.60
9.	404	Asphaltic concrete leveling course (3/4") (modified)	C.Y.	464	62.00	28,768.00
10.	404	Asphaltic concrete (modified) finish course	C.Y.	766	62.00	47,492.00
11.	604	M.S.D. manholes adjusted to grade with brick and mortar	E.A.	25	165.00	4,125.00

CITY OF NORWOOD

PROJECT: Carthage Avenue Resurfacing

PAY ITEM	ODOT SPEC	DESCRIPTION	UNIT	EST QTY	UNIT PRICE	TOTAL COST
12.	604	M.S.D. manholes adjusted with shim rings	EA.	3	25.00	\$ 75.00
13.	604	Adjust City of Norwood manholes to grade with brick and mortar	EA.	28	165.00	4,620.00
14.	604	Adjust City of Norwood manholes to grade with shim rings	EA.	2	25.00	50.00
15.	604	Adjust water valves to grade	EA.	.2	100.00	200.00
16.	604	Adjust storm catch basins to grade with brick and mortar	EA.	2	200.00	400.00
17.	407	Tack Coat	S.V.	21,778	.01	217.78
18.	252	Full depth flexible base removal and flexible replacement	S.V.	10	40.00	400.00
19.	252	Full depth saw cut of roadway for driveway and curb removal	L.F.	8,000	1.00	8,000.00
20.	Spec	Remove and replace traffic pull boxes.	EA.	20	400.00	8,000.00
21.	609	Integral concrete curb and 2' sidewalk	L.F.	191	22.00	4,202.00
22.	Spec	Replace traffic loop detectors (20' x 8')	EA.	2	700.00	1,400.00

PROJECT: Carthage Avenue Resurfacing

PROJECT: Carthage Avenue Resurfacing



JOSEPH J. HOCHBEIN, MAYOR
Departments of Public Service

PUBLIC WORKS
3001 HARRIS AVENUE
NORWOOD, OHIO, 45212
(513) 396-8180
Fax (513) 396-8178

KEVIN CROSS
SUPERINTENDENT OF
PUBLIC WORKS
(513) 376-8172

ENGINEER'S ESTIMATE

IN ACCORDANCE WITH SECTION 164-1-16 OF THE OHIO ADMINISTRATIVE CODE FOR IMPLEMENTATION OF THE STATE CAPITAL IMPROVEMENT PROGRAM, I HEREBY CERTIFY THAT THE FOLLOWING ENGINEER'S ESTIMATE (ATTACHED) FOR THE CARTHAGE AVENUE RESURFACING PROJECT HAS BEEN DETERMINED IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION COST AND PRACTICES WITHIN THE STATE OF OHIO, TAKING INTO ACCOUNT THE SPECIFIC CLIMATE AND OTHER ENVIRONMENTAL CONDITIONS OF THE INFRASTRUCTURE'S SITE, INCLUDING PREVAILING WAGE REQUIREMENTS AND OTHER STATE/LOCAL REQUIREMENTS.

Angelo J. Santoro
ANGELO J. SANTORO, P.E.
CITY ENGINEER



"Gem of The Highlands"



JOSEPH J. HOCHBEIN, MAYOR
Departments of Public Service

PUBLIC WORKS
3001 HARRIS AVENUE
NORWOOD, OHIO, 45212
(513) 396-8180
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September 8, 1997

KEVIN CROSS
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(513) 376-8172

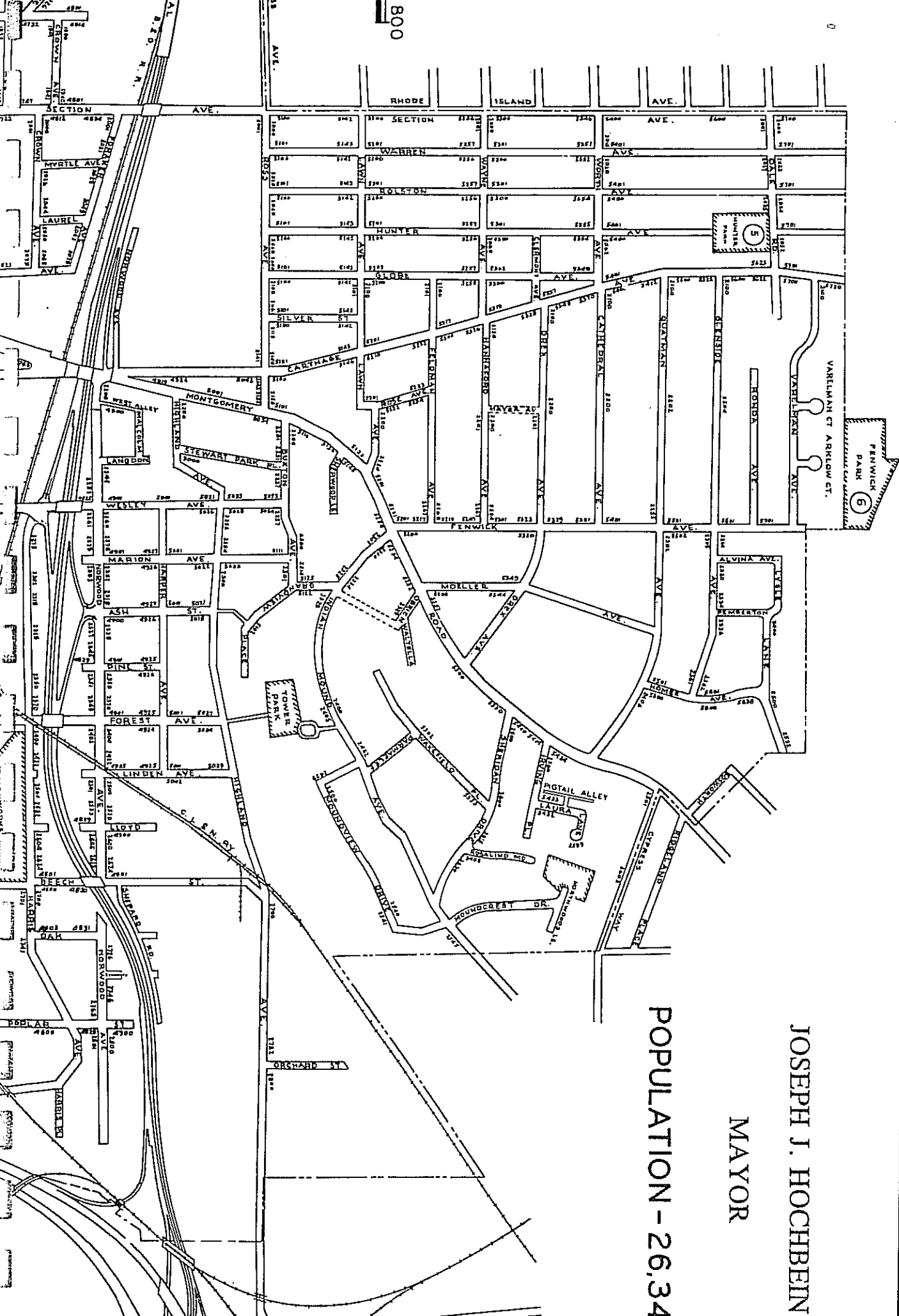
To Whom It May Concern:

Norwood City Council authorized the Auditor of the City of Norwood to obligate and set aside the funds necessary to cover the City's share of the 1998 State Capital Improvement Program. These funds will be available effective January 1, 1998.

Sincerely,

Donnie R. Jones, Auditor
City of Norwood

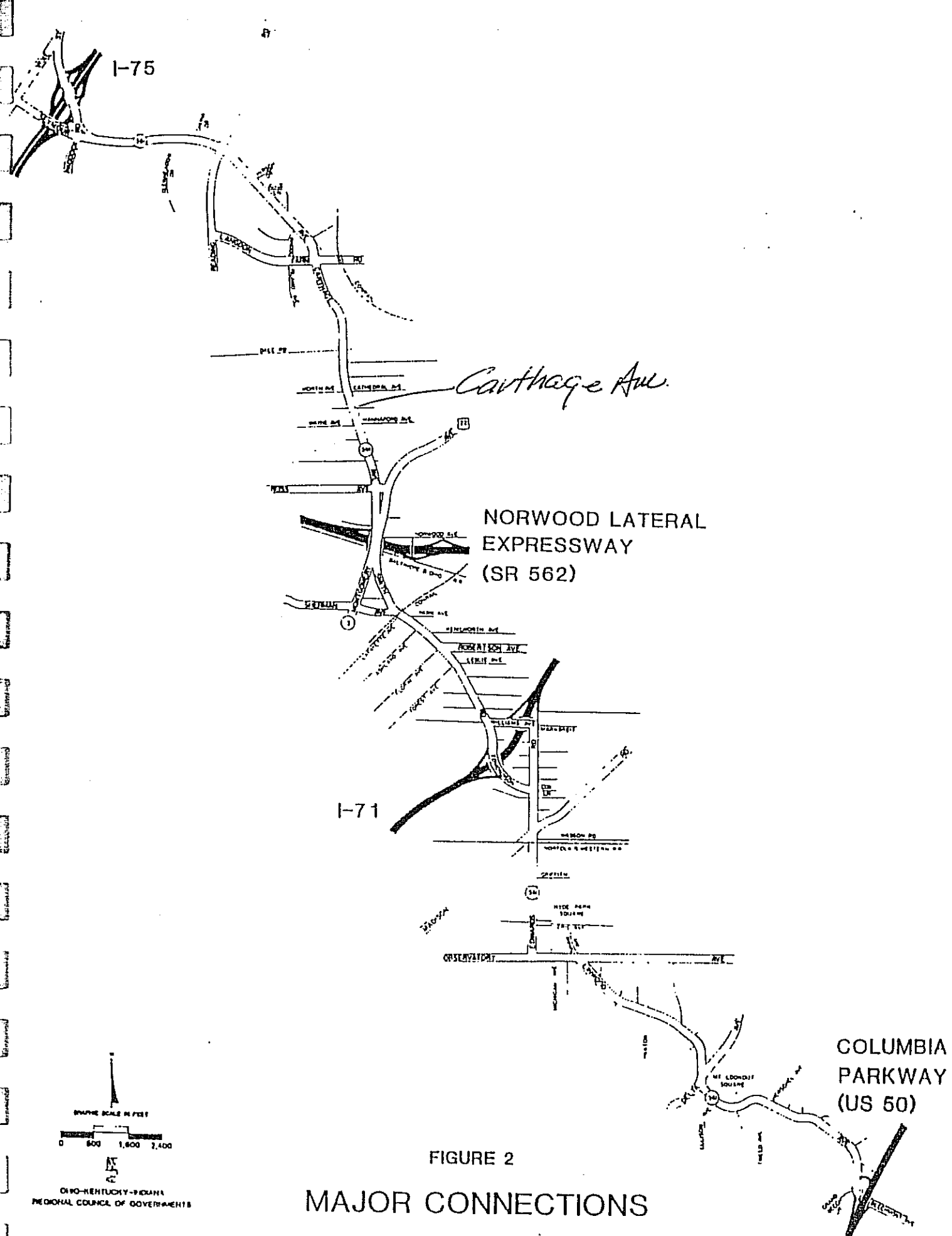
"Gem of The Highlands"



JOSEPH J. HOCHBEIN

MAYOR

POPULATION - 26,34



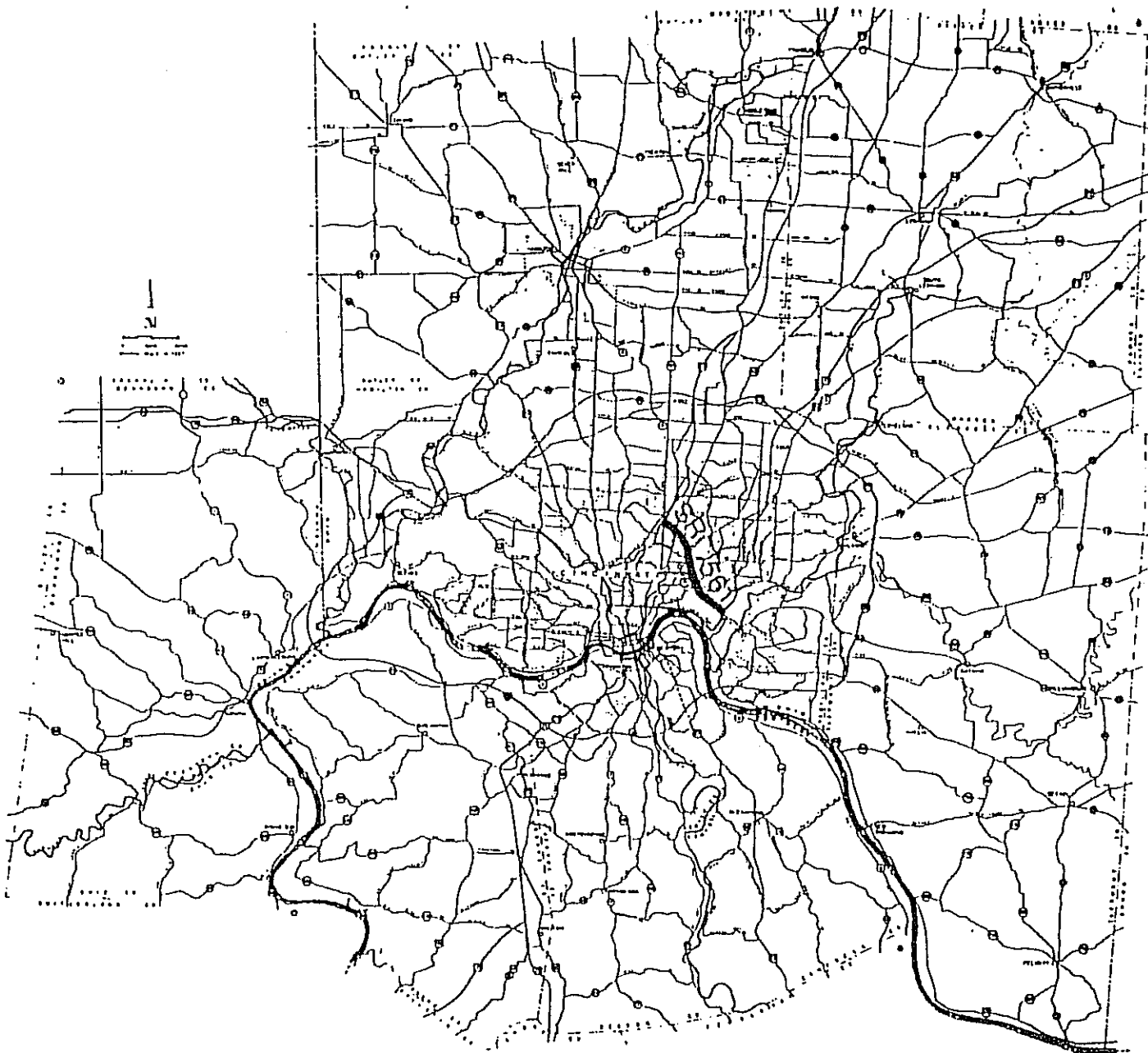


FIGURE 1
OKI REGION



JOSEPH J. HOCHBEIN, MAYOR

CITY HALL
4645 MONTGOMERY ROAD
NORWOOD, OHIO 45212

MAYOR'S OFFICE
TELEPHONE
(513) 396-8150
FAX (513) 396-8151

September 23, 1997

To Whom It May Concern:

As CEO of the City of Norwood I certify that the traffic counts enclosed for Carthage Avenue is correct.

Very truly yours,

Joseph J. Hochbein, Mayor
City of Norwood

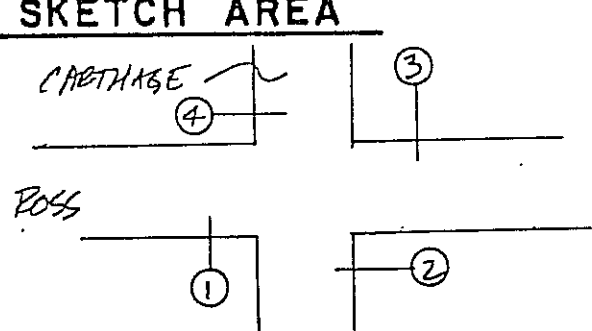
JJH:jam

"Gem of The Highlands"

A.T.R. COUNT SUMMARY

LOCATION: NORWOOD HOURS COUNTED: FROM _____ TO _____
 STREET: CARTHAGE AND ROSS AVE. DATE: _____
 WEATHER: _____ CLIENT: _____

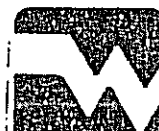
SKETCH AREA



HOUR ENDING	COUNT 1	COUNT 2	COUNT 3	COUNT 4	COUNT 5	COUNT 6
1:00 AM.	54	63	43	65		
2:00	39	22	21	42		
3:00	35	23	25	27		
4:00	21	14	7	16		
5:00	22	14	13	16		
6:00	69	48	36	81		
7:00	204	175	149	190		
8:00	261	180	205	300		
9:00	255	196	181	241		
10:00	274	120	193	208		
11:00	359	151	204	195		
12:00 NOON	316	157	231	246		
1:00 P.M.	354	162	286	284		
2:00	330	130	273	305		
3:00	361	188	252	251		
4:00	560 *	205	304	321		
5:00	521	221 *	316 *	348 *		
6:00	388	186	278	330		
7:00	238	140	229	286		
8:00	260	127	222	266		
9:00	174	129	181	230		
10:00	133	98	153	160		
11:00	116	90	122	159		
12:00 MDNT.	119	80	82	109		
TOTALS	5463	2921	4006	4690		

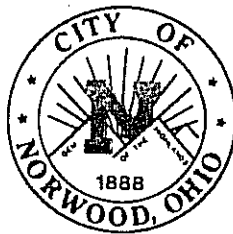
PEAK HOUR: ★

PEAK HOUR VOLUME: _____



WOOLPERT
CONSULTANTS

1811 Leaning Hill Avenue/Cincinnati



NORWOOD, OHIO

Resolution No. 13 1997

RESOLUTION AUTHORIZING THE DIRECTOR OF
PUBLIC SERVICE TO SUBMIT TO THE
OHIO PUBLIC WORKS COMMISSION AN APPLICATION
FOR FINANCIAL ASSISTANCE FOR THE CITY OF
NORWOOD UNDER THE STATE CAPITAL IMPROVEMENT
PROGRAM FOR 1998

WHEREAS, the City of Norwood is eligible to receive financial assistance in 1998 from the State Capital Improvement Program for repair of streets; and

WHEREAS, in order to receive said funds, Norwood City Council must authorize the Department of Public Service to submit an application to the Ohio Public Works Commission for such financial assistance; now therefore

BE IT RESOLVED by the Council of the City of Norwood, State of Ohio:

SECTION 1. That the Director of Public Service is hereby authorized to submit to the Ohio Public Works Commission an application for financial assistance for the City of Norwood under the State Capital Improvement Program for 1998.

SECTION 2. This resolution is hereby declared to be an emergency resolution and a measure necessary for the immediate preservation of the public peace, health, safety and general welfare and shall go into effect forthwith. The reason for said emergency is to meet the Ohio Public Works Commission deadline for accepting said applications.

PASSED Aug 26, 1997
Date

John T. Krucci
President of Council

ATTEST:

Jane M. Grote, the duly appointed Clerk of Council, attests that this resolution was passed at a regular/special meeting of Norwood City Council on the 26 day of AUGUST, 1997 in compliance with the rules of Norwood City Council and the laws of the State of Ohio. The foregoing resolution was submitted to the Mayor of the City of Norwood, Ohio for his signature on the 27 day of AUGUST, 1997.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor X
Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Carthage Ave. is 40' wide and 4,900' in length. This roadway was originally constructed in the early 1900's & has a Macadam base & asphaltic concrete overlay. The roadway has severe rutting, deteriorated curbs & no handicap access.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

3 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 3 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

This project will eliminate standing water and improve storm drainage
with new catch basins and pavement. Handicapped access will also be
provided on this project. The replacement of deteriorated curb and side-
walk on this project will remove hazardous conditions for pedestrians and
residents throughout the project area. Emergency vehicle response time
will be enhanced by the improved roadway.

- 4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	<u>X</u>
MRF	<u>X</u>	OWDA	_____	CDBG	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

Daily users 7,611 X 1.2 = 9,133

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR THE C.E.O. OF THE SUBDIVISION.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

State Route 561 is a principal arterial roadway corridor in Hamilton County which starts at Columbia Parkway (U.S. 50) in the east end of Cincinnati, and serves the neighborhoods of Linwood, Tusculm, Mt. Lookout, Hyde Park, and Oakley. State Route 561 (Carthage Ave.) then traverses the City of Norwood crossing both I-71 and the Norwood Lateral (562) and Montgomery Road (ST. RT. 22-3) and re-enters the City of Cincinnati and serves Pleasant Ridge, Bond Hill and Carthage, before terminating at Vine Street (See Attached diagrams).

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)



Southwest Ohio Regional Transit Authority

Planning
and
Development
Department
(513) 632-7543
FAX (513) 632-7694

September 19, 1996

Mr. Mike Fraley
City of Norwood
3001 Harris Avenue
Norwood, Ohio 45212

Dear Mr. Fraley:

The Southwest Ohio Regional Transit Authority (SORTA), more commonly known as The Metro, operates fixed route public transit service on the street segment that you had inquired about. This service is as follows:

On Carthage Avenue between Ross Avenue and Langdon Farm Road

This segment is served by Metro Route 56 Golf Manor-West Norwood. Metro operates 16 one-way trips on weekdays on this portion of the route.

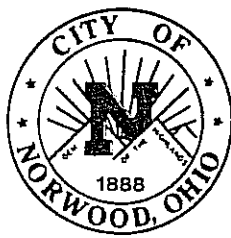
Thanks for your interest in Metro service. If I can be of any further assistance, please let me know.

Sincerely,

Ted C. Meyer
Manager of Planning & Scheduling

Metro is a non-profit
public service of
Southwest Ohio Regional
Transit Authority

1401 Bank Street
Cincinnati, Ohio 45214-1782



JOSEPH J. HOCHBEIN, MAYOR
Departments of Public Service

PUBLIC WORKS
3001 HARRIS AVENUE
NORWOOD, OHIO, 45212
(513) 396-8180
Fax (513) 396-8178

August 21, 1997

KEVIN CROSS
SUPERINTENDENT OF
PUBLIC WORKS
(513) 376-8172

Mr. Joseph D. Cottrill
District Two Liaison Officer
700 County Administration Building
138 E. Court Street
Cincinnati, Ohio 45202-1258

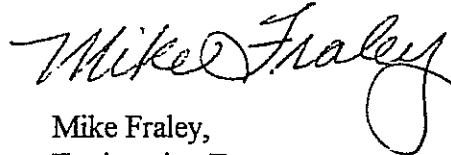
RE: S.C.I.P APPLICATION

Dear Mr. Cottrill:

Please be advised that the City of Norwood has passed a Bond Issue that is dedicated for infrastructure rehabilitation and has also submitted applications for Municipal Road Funds. Please use this information as it relates to item 10 in the project section criteria.

If you have any questions on this matter, please call me at 396-8183.

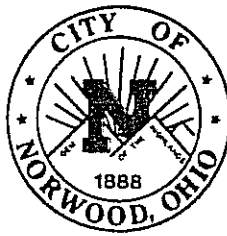
Sincerely,



Mike Fraley,
Engineering Department

MF/cac

"Gem of The Highlands"



JOSEPH J. HOCHBEIN, MAYOR

Departments of Public Service - Safety

PUBLIC WORKS
3001 HARRIS AVENUE
NORWOOD, OHIO 45212
(513) 395-8180

RICHARD DETTMER
COMMUNITY DEVELOPMENT DIRECTOR
(513) 395-8185

August 20, 1997

Mike Fraley
Engineering Department

Re: Carthage and Ross Avenues

Dear Mike:

This letter is written in support of efforts to secure funds for resurfacing Carthage and Ross Avenues. Improvement of these streets is important for two reasons.

Both Carthage and Ross are access routes between Norwood and the surrounding Cincinnati area. Carthage (S.R. 561) is a north-south arterial connecting the Bond Hill and Golf Manor region to the Norwood central business district and the Norwood Lateral (S.R. 562). Ross Avenue is an east-west arterial connecting Norwood to the Reading Road / Norwood Lateral exchange.

These two streets also border Norwood's largest remaining development site. At the intersection of Carthage and Ross is a vacant 15 acre property owned by General Motors. This property, known as the "Globe lot" is the last remaining undeveloped vestage of the former General Motors plant. The City and General Motors are currently marketing this site and seeking a development that will assist in Norwood's continued recovery from the GM plant closure. Improvement of Carthage and Ross Avenues will aid in our efforts to attract a developer for this site.

Sincerely,

Richard Dettmer, Director
Community Development

"Gem of The Highlands"

THE FOLLOWING PHOTOGRAPHS ARE OF CARTHAGE AVENUE. THE PHOTOS WERE TAKEN FROM THE NORTH CORPORATION LINE SOUTH TO MONTGOMERY ROAD AND ARE PLACED IN THAT ORDER ON THE FOLLOWING PHOTO SHEETS.

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: Norwood

NAME OF PROJECT: CARTERS AVE

PRELIMINARY SCORE FOR THIS PROJECT: 58

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: _____

- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? POINTS
See Addendum for definition of delinquency 10
REHAB
- 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.
- 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.
- 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? POINTS
See Addendum for definitions 20
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

4) How important is the project to **HEALTH, SAFETY, AND WELFARE** of the public and the citizens of the District and/or service area? **See Addendum for definitions**

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

*THE CITE STRADING WATER
BUT IT'S IN PARKING LANE*

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6) What matching funds are being committed to the project, expressed as as a percentage of the **TOTAL CONSTRUCTION COST**? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

30%

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

9/33

Certified

3

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. **(See Addendum for definitions)**

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

4

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

85

ADDENDUM TO THE RATING SYSTEM

DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - REGIONAL IMPACT

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.